Glass Antenna for Automobiles

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Notice: The term of this patent shall not extend beyond the expiration date of Patent No. 5,285,048.

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Abstract

An automobile antenna including a defogging heater wire and a conductor combined into a simple structure to accomplish a good FM reception. An FM choke coil which insulates in view of high-frequency the heater wire from the power supply circuit is installed between the heater wire terminal and the power supply circuit for the heater wire, and the heater wire which resonates in FM frequency band but not in AM frequency band is capacitively coupled to a conductor which is installed on the surface of the window glass and resonates in the FM frequency band but not in the AM frequency band. The heater wire and conductor are installed in such a positional relationship that a double resonance is created.
FIG. 1

FIG. 2a

FIG. 2b
Areas functioning as antenna

**FIG. 3a**

**FIG. 3b**
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GLASS ANTENNA FOR AUTOMOBILES

This is a continuation of application Ser. No. 07/831,424, filed Feb. 5, 1992 now abandoned.

BACKGROUND OF THE INVENTION

1. Field of Industrial Utilization

The present invention relates to a glass antenna for automobiles which uses, as a part of the antenna, a defogging heater wire installed in the rear windshield and more particularly to an antenna which is a combination of the heater wire and a separately mounted antenna to receive FM and AM broadcasts, etc.

2. Prior Art

The antennas shown in Figs. 6 and 7 are known as examples of conventional automobile glass antennas.

In the antenna shown in Fig. 6, a main antenna A which has an antenna output terminal is formed on the surface of window glass 10 as a separate element from a defogging heater wire H. Generally, main antennas are formed in an asymmetrical shape so that they are resonant in the FM frequency band at the most optimized reception and maintain the improved FM directionality. However, even if such a structure is taken, matching cannot be accomplished for the entire FM reception frequency band because the area which can be used as an antenna is small. As a result, the FM reception sensitivity is low, and the FM directionality cannot be improved sufficiently. In addition, AM reception sensitivity is also low. As a result, in order to improve the FM and AM reception sensitivities, an FM compensating amplifier 31 and an AM compensating amplifier 32 are used between the antenna output terminal and a feeder cable F.

In the conventional antenna illustrated in Fig. 7, an AM choke coil CHa and an FM choke coil CHf0 are utilized. These coils are for blocking high-frequency signals at both terminals of the defogging heater wire H. The heater wire H is thus “insulated in terms of high-frequency” by the choke coils from power supply circuit B so that the heater wire H can be used as an antenna. As seen from the above, since the heater wire H is used as an antenna though it is originally not designed to be an antenna, matching cannot be obtained in the FM frequency band, and the FM reception sensitivity is low. On the other hand, since there is a large amount of stray capacitance for the AM frequency band, the capacitance splitting loss increases, which brings an AM reception sensitivity drop. As a result, in order to compensate for the poor FM and AM reception sensitivities, an FM compensating amplifier 31 and an AM compensating amplifier 32 are installed between the antenna output terminals and the feeder F.

In the above-described conventional antennas, a matching for the entire FM reception frequency band cannot be obtained if only the main antenna A or heater wire H is used, which results in FM reception sensitivity drop. This is the reason for using the FM compensating amplifier 31. When the FM compensating amplifier 31 is used, it is however necessary that such an amplifier 31 is a broad-band amplifier which can cover the entire FM reception frequency band. This in turn brings about noise and cross-modulation or inter-modulation in intense electric fields.

The object of the present invention is to provide a glass antenna for automobiles which has a good FM reception with a simple structure of a combination of a heater wire and a conductor.

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SUMMARY OF THE INVENTION

In the present invention, an FM choke coil, which insulates in terms of high-frequency the defogging heater wire from a power supply circuit, is used. The defogging heater wire, which resonates in the FM frequency band but not in the AM frequency band, is capacitively coupled with a conductor, which is installed on the surface of window glass and resonates in the FM frequency band but not in the AM frequency band, and the defogging heater wire and conductor are installed in such a positional relationship that they create a state of double resonance.

BRIEF DESCRIPTION OF THE DRAWINGS

Fig. 1 illustrates one embodiment of the present invention.

Figs. 2(a) and 2(b) show the principle of operation for an AM frequency conversion circuit and an equivalent circuit therefor in the embodiment above.

Figs. 3(a) and 3(b) show the principle of operation for an AM frequency conversion circuit and equivalent circuit therefor in the embodiment above.

Fig. 4 illustrates another embodiment of the present invention.

Fig. 5 is a circuit diagram showing concretely one example of the AM impedance conversion circuit used in the embodiment illustrated in Fig. 4.

Fig. 6 is an explanatory diagram of a conventional example.

Fig. 7 is an explanatory diagram of another conventional example.

DETAILED DESCRIPTION OF THE INVENTION

Fig. 1 is a block diagram representing one embodiment of the present invention.

This embodiment is for an automobile glass antenna which receives FM and AM reception frequency bands and is composed of a defogging heater wire H1, a wire (conductor) W1 and a choke coil CHf for FM frequency band.

The heater wire H1 is one used to remove window glass fog (called “defogging heater wire”). This defogging heater wire H1 can resonate in the FM reception frequency band but not in the AM frequency band. The wire W1 can resonate in the FM reception frequency band but not in the AM reception frequency band and is installed in a window glass 10. The wire W1 has an output terminal, and a feeder F is connected to the output terminal of this wire W1. A part of the wire W1 creates a coupling capacitance Cc between itself and the heater wire H1.

The FM choke coil CHf is provided between the terminal of the heater wire H1 and a power supply circuit B for the heater wire H1 so that the choke coil CHf insulates in terms of high-frequency the heater wire H1 from the power supply circuit B. In other words, the choke coil CHf prevents high-frequency signals being transmitted from the power supply circuit B to the heater wire H1.

For the FM reception frequency, the heater wire H1 and wire W1 are capacitively coupled. The heater wire H1 and wire W1 are installed in a positional relationship such that the coupling strength is more or less a critical coupling value, thus forming a state of double resonance. The coupling strength can vary depending upon the magnitude of the coupling capacitance formed by the heater wire H1 and a
part of the wire \( W_1 \), and such a coupling strength can also vary based upon the positional relationship between the two. When the coupling strength becomes greater than the critical coupling value, the frequency band characteristics (reflection loss characteristics) can change from single-peak characteristics to double-peak characteristics. The optimal coupling between the two is obtained by changing, with a use of a network analyzer, the positional relationship and coupling capacitance of the heater wire \( H_1 \) and wire \( W_1 \) until a desired frequency band range is obtained and until a dimensional, positional relationship and coupling capacitance which produce the minimum reflection loss are obtained.

For the AM reception frequency band, only the wire \( W_1 \) acts as an antenna. Accordingly, the shape and position of the wire \( W_1 \) are determined so that a stray capacitance of the wire \( W_1 \) is minimal. More specifically, an antenna with a small stray capacitance can be obtained if the wire \( W_1 \) is provided approximately 3 cm or higher above the automobile body \( B \) and the heater wire \( H_1 \). Next, the operation of the above-described embodiment will be described.

An FM reception will be described first.

FIG. 2a and 2b show a principle of operation and an equivalent circuit for the FM reception frequency band. For the FM reception frequency band, as shown in FIG. 2a(a), both the wire \( W_1 \) and heater wire \( H_1 \) act as an antenna. The wire \( W_1 \) and heater wire \( H_1 \) are both resonant in the FM reception frequency band and are capacitively coupled together so that a state of double resonance is created. The coupling strength of the two is more or less in a critical coupling according to the frequency band characteristics (reflection loss characteristics), when seen from the antenna output terminal (i.e., the terminal of the wire \( W_1 \)), show double-peak characteristics, thus broad-band characteristics are obtained. As a result, matching of the antenna and feeder \( F \) can be obtained for the entire FM reception frequency band, and thus a good FM reception is obtained without using an FM compensating amplifier \( 31 \) which is necessary in the conventional antennas.

In the equivalent circuit shown in FIG. 2a(b), the equivalent capacitance \( C_1 \) and equivalent inductance \( L_1 \) of the heater wire \( H_1 \) and the radiation resistance \( R_a \) of the antenna exist as conceptional entities. The equivalent capacitance \( C_2 \) and equivalent inductance \( L_2 \) of the wire \( W_1 \) also exist as conceptional entities. Next, an AM reception in the above-described embodiment will be described.

FIG. 3a and 3b show the principle of operation and an equivalent circuit for an AM reception frequency band. For the AM reception frequency band, only the wire \( W_1 \) acts as an antenna. The reason why only the wire \( W_1 \) can act as an antenna is that the wire \( W_1 \) and heater wire \( H_1 \) are both extremely short in length compared to the AM reception wavelength, and since the both ends of the heater wire \( H_1 \) are insulated via the FM choke coil \( CH \); therefore, the heater wire \( H_1 \) is more or less equivalent to a grounding conductor; and as a result, there is absolutely no electrical coupling between the wire \( W_1 \) and the heater wire \( H_1 \). Because of this fact, there is no inflow of noise from the power supply \( B \) into the wire \( W_1 \) during the AM reception.

In the above embodiment, since the wire \( W_1 \) and the automobile body \( B \) (i.e., the vehicle body as a grounding plate) are sufficiently spaced, the antenna has only a small stray capacitance. Accordingly, the capacitance splitting loss, which is caused by antenna capacitance \( C_a \) (which acts effectively as an antenna) and stray capacitance \( C_s \) (which acts ineffectively), can be minimal, and therefore, an effective AM reception is obtainable.

FIG. 4 is a circuit diagram of another embodiment of the present invention.

In this embodiment, a compensating circuit, which consists of an AM impedance conversion circuit \( 40 \) and an AM matching-hybrid circuit \( 50 \), is inserted between the feeder \( F \) and the output terminal of the wire \( W_2 \). The AM impedance conversion circuit \( 40 \) converts high impedance which is for AM reception frequency into low impedance. An example of this AM impedance conversion circuit \( 40 \) is shown in FIG. 5.

Because of the AM impedance conversion circuit \( 40 \) thus installed, it is possible to greatly reduce the capacitance splitting loss in the feeder \( F \) compared to the embodiment shown in FIG. 1.

In the embodiment shown in FIG. 4, the wire \( W_2 \), involving a resonance frequency adjusting capacitor \( C_1\) and a resonance frequency adjusting inductor \( L_1 \), is resonant in the FM reception frequency band. However, either the resonance frequency adjusting capacitor \( C_1 \) or the resonance frequency adjusting inductor \( L_1 \) can be omitted. It is also possible to shape the wire \( W_2 \) such that it can resonate in the FM reception frequency band only. Furthermore, in the embodiment shown in FIG. 4, the heater wire \( H_2 \), involving the resonance frequency adjusting capacitor \( C_2 \), is resonant in the FM reception frequency band. It is, however, possible to use a resonance frequency adjusting inductor instead of the resonance frequency adjusting capacitor \( C_2 \); and it is also possible to shape the heater wire \( H_2 \) such that the heater wire \( H_2 \) can resonate in the FM reception frequency band. Incidentally, both the resonance frequency adjusting capacitors and resonance frequency adjusting inductors can be utilized in order to achieve a resonance in the FM reception frequency band as in the case of the embodiment illustrated in FIG. 1.

Furthermore, it is also possible to use other type of conductors instead of wire \( W_1 \). For example, transparent conductors obtained by forming silver, tin, etc., into a thin film with a thickness of several microns can be used instead of the wire \( W_1 \). In addition, though the above description is made about the reception of FM and AM frequency bands, the antenna of the present invention can be used for a first reception frequency which is not the FM reception frequency and for a second reception frequency which is not the AM reception frequency.

According to the present invention, the matching for the entire FM reception frequency can be accomplished by a simple structure, making it possible to accomplishing a good FM reception. As a result, the FM compensating amplifiers used in the conventional antennas are unnecessary, and the cost of the antenna can be low. Furthermore, a generation of noise and an occurrence of cross modulation, etc. are prevented.

What is claimed is:

1. A glass antenna for automobiles for receiving a first reception frequency band and a second reception frequency band wherein said first reception frequency band is higher in frequency than said second reception frequency band, said antenna comprising:
   a) a defogging heater wire which resonates in said first reception frequency band but not in said second reception frequency band, said antenna comprising:
   b) a choking coil provided between an end terminal of said heater wire and a power supply circuit for choking off signals in said first reception frequency band; and
a conductor which is installed in said window glass and has an output terminal, said conductor being resonant in said first reception frequency band but not in said second reception frequency band,

wherein said heater wire and conductor are installed in such a positional relationship that said heater wire and conductor are capacitively coupled together in said first reception frequency band so that said heater wire and conductor are respectively capable of reception in said first reception frequency band, and said heater wire and conductor are capacitively uncoupled in said second reception frequency band so that reception of said second reception frequency band is accomplished only by said conductor, and

wherein a resonance frequency adjusting inductor and a resonant frequency adjusting capacitor are coupled to said conductor for adjusting said conductor to resonate in said first reception frequency band.

2. A glass antenna for automobiles according to claim 1, wherein said resonance frequency adjusting inductor is connected to a feeder via a compensating circuit which comprises a matching circuit for said first reception frequency band and an active impedance converter which converts high antenna impedance for said second reception frequency band into a low impedance.